



## PEOPLE

**For IDOT's Professional Staff, the Key to Success Is Simple: "I Do Other Things!"**

The Illinois Department of Transportation has a long tradition of professionalism and achievement, and IDOT staff has a lot riding on the successes or failures it either enjoys or endures. At IDOT, staff typically exhibits the kind of personal pride that often spells the positive difference between failure and success. The culture at IDOT insists that failure is not an option, and when the chips are down, staff consistently rises to the occasion.

Never has this attitude been more apparent than in the early 21st century as nationwide budget constraints and increasing demand for accountability have combined to add unprecedented program and service delivery pressures to a rapidly decreasing staff. IDOT has reduced staff numbers by more than 15 percent, more than 1,200 workers, since 2002 while continuing to deliver on its annual program promises.

The Department has worked through staffing concerns to date by focusing on improved process efficiencies, improved program coordination, improved training, improved strategic planning, improved communications, more effective use of outside contractors, improved contract and procurement management, and more.

But mainly, the gains made at IDOT despite continuing budget constraints point directly to the willingness and abilities of key staff to take on additional workloads, learn additional skills, and produce additional value for IDOT's customers – the business and leisure travelers who rely on Illinois' vast array of safe, cost-effective transportation options.

As a result, every single man and woman who proudly exclaims they work for IDOT will tell you that they do much more than their job titles require. They will tell you that at IDOT: "I Do Other Things!" This reflects the traditional can-do attitude and staff support that keeps IDOT successful and prepared to deliver needed transportation services. At IDOT, it all starts with a dedicated, knowledgeable and professional staff.

## FISCAL OVERVIEW

The IDOT highway programs are primarily supported by three major revenue sources: two state tax sources and federal aid.

**State Revenues.** One state resource is the Motor Fuel Tax (MFT) with a rate of 19 cents per gallon on motor fuel consumed on the highways plus an additional 2.5 cents per gallon for diesel. The other is motor vehicle registration fees that vary according to vehicle type and weight. The state shares MFT revenue with local governments for use on their road systems, distributing more than 54 percent of net revenue to them. This means about 25 percent of all state source highway revenue is distributed to local governments.

The characteristic common to both major state sources is that the tax base does not grow sufficiently with inflation and has even shrunk at times. Although auto and truck travel have steadily increased, the effect on fuel consumption has been significantly offset by increased fuel efficiency. Since neither the fuel tax nor registration fees are based on price or value, inflation does not cause tax revenues to grow. As a result of these factors, the major revenue sources for highway programs do not grow sufficiently to keep up with inflation-driven costs.

**Federal Revenues.** The third major source is federal aid, supported by the federal Highway Trust Fund (HTF). Although there are several taxes supporting this fund, the main one is the federal motor fuel tax. This tax, like the Illinois tax, is applied in cents per gallon and is subject to the same slow-growing trends. In the past, federal expenditures from the HTF have been artificially constrained in an effort to reduce the federal budget deficit. The current multi-year authorization bill, SAFETEA-LU, is designed to distribute all available money to the states. While the legislation raised federal highway funding to Illinois, the increase still fell far short of the amount needed to keep up with the level of deterioration of Illinois' highways and bridges.

Illinois is one of only a handful of states where motor fuel is subject to the sales tax. Transportation financing legislation in 1979 directed a percentage of sales tax revenue, estimated to be equal to that raised from motor fuel, to highways funding. Legislation enacted in subsequent years gradually reduced the percentage until Illinois FIRST eliminated its use for highway funding in April 2000 pursuant to legislation passed in 1999.

## ROAD FUND, CONSTRUCTION FUND

IDOT has two funds that support most of the highway programs. The Road Fund is the fund that IDOT has used throughout its history to support highway construction, maintenance, and related operations. The

1983 tax increase legislation created the Construction Fund (technically, the State Construction Account Fund) and directed all revenue from the tax increases into that fund. The Construction Fund can only be used for contract construction on the state-maintained system.

## Road Fund

The Road Fund's primary revenues come from motor fuel taxes, motor vehicle registration fees, and federal reimbursement. Other revenue sources include reimbursements from local governments, interest earned on fund balances, and miscellaneous fees. All federal reimbursement is deposited in the Road Fund regardless of the fund in which the reimbursed spending occurred. Any type of spending authorized by IDOT's enabling statutes for highways or its associated support costs can occur in the Road Fund. This includes paying for any construction on the state or local highway system, debt service, IDOT operations, grants and highway safety spending.

## Construction Fund

The Construction Fund's revenues come from motor vehicle registration fees, motor fuel taxes, the diesel differential, and interest earned on fund balances. The diesel differential is an additional 2.5 cent per gallon tax on diesel fuel above the base tax rate. It was imposed in 1983 along with higher registration fees on larger trucks to defray extra costs from allowing 80,000-lb. trucks on Illinois highways. The only type of spending allowed in the Construction Fund is for highway construction on the state highway system. IDOT may not use this fund to pay for a project on the local highway system or any other type of expenditure and cannot use it for debt service on highway bonds, nor contractual or regular Department employees.

## COMBINED ROAD AND CONSTRUCTION FUNDS

The combined Road and Construction Funds make up IDOT's primary fiscal perspective. The combined funds perspective is necessary for financial planning and is what the Comptroller uses when discussing IDOT finances (by referring to the "Road Funds"). However, it is always important to note that the combined funds consist of two separate funds. Each fund requires cash for balances and extra administrative effort.

The combined funds' primary revenue sources are motor fuel taxes, motor vehicle registration fees, and federal reimbursement. Other revenue sources include reimbursements from local governments, interest earned on fund balances, and miscellaneous fees.

Highway construction spending makes up more than half of all spending in the combined funds. Other spending includes the Secretary of State, State Police,

group insurance, grants for highway safety programs, local maintenance agreements, metropolitan planning, and other various items.

## SERIES A BONDS

General Obligation bonds for highways were first authorized by the General Assembly in 1971 under the new state Constitution that eased requirements for bonds. Bond authorizations have been raised five times since then. The last four authorization increases in 1979, 1983, 1989, and 1999 were associated with an increase in revenue supporting state highways. Raising revenues when increasing bond authorizations recognizes that bonds are not free cash and that revenues must be provided for repayment and interest.

There are two main reasons for the use of bond financing. One is to reduce construction costs of a project by building now with bonds instead of later as revenues become available but at higher costs from inflation. The other reason is that the costs of long-lived capital projects (in terms of debt service) are more closely matched to benefits of projects over the same period. These advantages must be balanced against the risk of selling so many bonds that debt service becomes such a large proportion of revenues that it adversely impacts operations and current revenue-funded capital programs.

## FUNDING THE HIGHWAY CONSTRUCTION PROGRAM

*Four things make IDOT finances unique among state agencies:*

- IDOT prepares a multi-year construction program and updates it annually.
- IDOT's predominant funding comes from special dedicated funds and relatively little comes from General Funds.
- The major part of the budget is capital which is funded primarily by current revenues and relatively little by bonds.
- The majority of construction spending in a given year is from re-appropriations, not new appropriations.

IDOT publishes a multi-year program every spring, updating the prior year's program, deleting the first year and adding a year to the prior year's program. The program consists of a brief description of the projects that IDOT expects to put under contract, i.e. accomplish, during the specified period. Along with many other tasks, a multi-year projection of the supporting funds' fiscal status is necessary to determine the affordable level of the program. An annual program, which is the first year component of the multi-year program, is published once appropriations are approved for the new fiscal year. The entire cost of an annual program is appropriated for the fiscal year.

## Training and Staff Development at IDOT

**The Training and Educational Development Section** provides quality leadership, managerial, technical and human resource training to the employees of IDOT. These services encourage all levels of personnel to improve their interpersonal, leadership, managerial and technical proficiency.

**The Program Development (PD) Technical Training** series expands technical skills needed by employees to perform Phase I and Phase II tasks related to project development and preparation of plans, specifications and estimates (PS&E) for scheduled lettings. Courses cover a broad curriculum of specific technical topics as well as overviews of policies and procedures for developing projects and preparing plans.

### Employee Safety Unit

Occupational Safety Training Programs are for employees who may be exposed to hazards within their job assignments. IDOT employees are trained on various health and safety issues that could affect their lives. Several of the programs are mandated by the U.S. Department of Labor and follow OSHA standards. Land Surveyors, Structural Engineers and Civil Engineers can earn required Professional Development Hours (PDH) for identified seminars.

### Behavioral Risk Unit

The risk unit provides courses designed to train senior management, managers, supervisors and employees to recognize danger signals in order to intervene or seek assistance before problems escalate.

All training courses fully comply with mandatory federal and state educational requirements and incorporate adult education principles and guidelines.

## Training Accomplishments for 2006

### Reinstitution of Operations Training

Operations training of the IDOT Operations Workforce was temporarily suspended from 2003 to 2006 for budgetary reasons. In mid-2006, the program was re-established to help:

- Improve operational efficiency and corresponding productivity,
- Provide better communications among employees to help ensure a safer work environment, improve employee morale, and ensure compliance with existing policy guidelines.
- Reinforce positive public perception of the capability and efficiency of the IDOT Operations Workforce.

### Additional Training Program for New Supervisors

This new initiative provided six one-day training sessions for approximately 100 new supervisors to learn core skills necessary to be successful in their roles.

### Expanded Context Sensitive Solutions (CSS) Training

The IDOT Context Sensitive Solutions (CSS) training program is to:

- Develop awareness of the nature of CSS and its benefits to IDOT, FHWA and the communities served;
- Build partnerships and consensus with stakeholders through a constructive, collaborative decision-making process;
- Integrate the CSS process through all phases of a transportation project.

### OSHA 30-Hour Training

This course targets employees who have a supervisory role, or oversee field operations or construction projects, and incorporates an understanding of multiple work-safety topics. Topics covered in this course are specific to job responsibilities of the trainee.

**The Employee Safety Unit**  
**CONGRATULATES**  
the following Facilities reporting  
**NO LOST TIME INJURIES FOR 2005**

**DISTRICT 1**  
Executive Offices for D-1  
Bureau of  
Administrative Services  
Bureau of Design  
Bureau of Land Acquisition  
Bureau of Programming  
Bureau of  
Local Roads and Streets  
Office of Chief Council  
Materials Laboratory

**DISTRICT 2**  
Amboy  
Bridge Unit  
Landscape  
Belvidere  
Elroy  
Geneseo  
Ladd  
Mt. Carroll  
Roscoe  
Princeton  
Moline Materials Lab  
Pre-Stress Engineering  
Rockford Materials Lab  
Administrative Services  
Operations District Office  
Local Roads  
Program Development

**DISTRICT 3**  
Administrative Services  
Bloomington Materials Lab  
Bloomington-Lafayette Street  
Yard  
Buckley  
El Paso  
Gibson City  
Kankakee Materials Lab  
Landscape  
LeRoy  
Local Roads  
Morris  
Ottawa  
Ottawa Materials Lab

**DISTRICT 4**  
Aledo Yard  
Biggsville Yard  
Knoxville Yard  
Lewistown Yard  
Monmouth Traffic  
Peoria Traffic  
Wyoming  
Peoria West  
Materials  
Administration  
Program Development  
Project Implementation  
Galesburg Design  
Local Roads

**DISTRICT 5**  
Administrative Services  
Hydraulics  
Land Acquisition  
Local Roads  
Operations District Office  
Programming  
Project Support  
Rest Area Maintenance  
Studies and Plans  
Survey Crew  
Clinton Storage  
Paris Storage  
Landscape Crew  
Mt. Sterling  
Florence Bridge  
Carlinville  
Mason City

**DISTRICT 6**  
Ottawa Traffic  
Pontiac Materials Lab  
Pontiac Traffic  
Materials Pre-Stress  
Program Development  
Project Implementation  
Towanda  
Watsseka  
Yorkville

**DISTRICT 7**  
Mt. Vernon Yard  
Olney Yard  
Robinson Yard  
Bridge Crew  
Local Roads & Streets  
Sign Shop & Operations

**DISTRICT 8**  
Brussels Ferry  
Carrollton  
Greenville  
Hardin Bridge  
Hecker  
Kampsville Ferry  
Jerseyville  
Nashville  
Steeleville  
Bureau of Administration

**DISTRICT 9**  
Administration  
Studies and Plans  
Programming  
Project Support  
Operations-Services &  
Development Unit  
Operations-Design & Planning  
Unit  
Belgrade Yard  
Anna Yard  
Elizabethtown Yard

Employee Safety Unit  
217-782-6264  
IDOT  
Illinois Department  
of Transportation



## IDOT Analyzes Customer Opinion to Help Shape Service Improvements

The Illinois Department of Transportation focuses long-term strategic objectives on customer needs and expectations. In addition to project-specific stakeholder meetings, hearings and discussions, IDOT since 2000 has employed several comprehensive customer survey tools designed to measure user satisfaction levels with various transportation services.

One of the most revealing and helpful tools in shaping long-range objectives is the annual Illinois Motorist Opinion Survey, a written questionnaire randomly distributed by mail to Illinois licensed drivers. The survey is conducted and administered each year on behalf of IDOT by the University of Illinois-Springfield Survey Research Office. The survey is stratified among the nine IDOT regional districts to provide an accurate balance in responses and opinions from motorists throughout the state. The typical response rate for these surveys is from 35 to 40 percent, providing a sample of from 1,200 to 1,400 usable responses each year. The 2006 survey produced a sample of 1,319 responses, resulting in a sampling error of plus or minus 2.7 percent with a 95-percent confidence level. This means that results of this survey sample will be within 2.7 points of actual population characteristics 95 percent of the time.

Each year, the bulk of the survey is focused on static questions within four basic areas of IDOT transportation service – Roadway Maintenance and Traffic Flow; Road Repair and Construction; Traveler Services; and Employee Conduct. Motorists are asked a series of questions for each service area calling for their ratings of IDOT services on a five-point scale: Excellent, Good, Fair, Poor and Very Poor. Responses are then combined and calculated to provide an overall index of satisfaction for analysis, ranging from 1.0 to 5.0. The method also allows responses to be analyzed based on percentages of specific responses received – for instance, the percent of motorists rating a particular service “good” or “excellent.” These responses to repeating questions provide a benchmark from year to year by which to measure changes in overall motorist attitudes.

Each annual survey also includes a short series of questions that change from year to year to provide IDOT information on topical subjects of the moment, such as traffic safety, motorist communications, workzone issues, user fees, or specific program or project results.

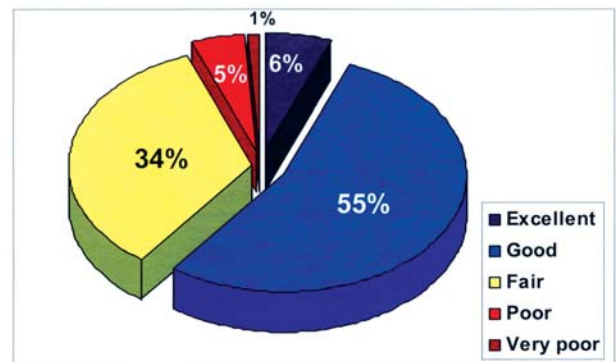
The following is a general summary of results in the four service areas. Readers should keep in mind that, while the survey attempts to describe the differences between state-maintained roads and locally maintained roads and seeks information and satisfaction levels on

the state-maintained roadway system itself, the results should generally be considered as indicative of satisfaction levels with all roads in Illinois.

Motorist survey results since 2003 show that attitudes and satisfaction levels have remained consistent with few significant changes from year to year. The major change in attitudes in 2006 occurred in the area of advance project information, which jumped from an average of about 3.4 out of 5 in recent years to 3.57 out of 5 in 2006. The incidence of “good” and “excellent” ratings jumped from about 48 percent in 2004 and 2005 to 58 percent in 2006. IDOT has pursued an objective in recent years of improved advance project information.

## Motorist Survey 2006

### Overall job IDOT is doing

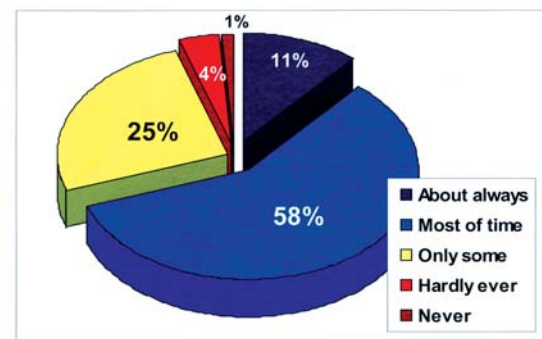


### Overall Job IDOT is Doing

61 percent rated “good” or “excellent.”

## Motorist Survey Overall Ratings, 2006

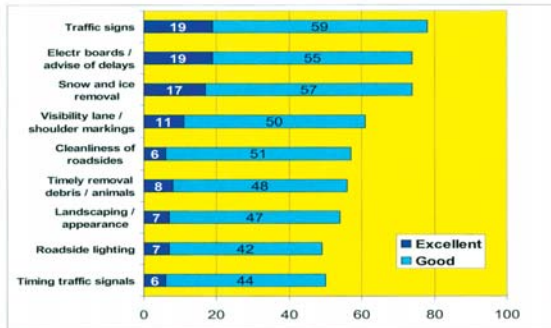
General Trust: How much of the time you trust IDOT to do what is right regarding transportation issues



### How Often You Trust IDOT to Do the Right Thing:

69 percent rated “just about always” or “most of the time.”

## Maintaining Highways and Traffic Flow: % Excellent and Good Ratings, 2006



**Overall Satisfaction Mean for the 9 aspects**  
3.62 out of 5.0.

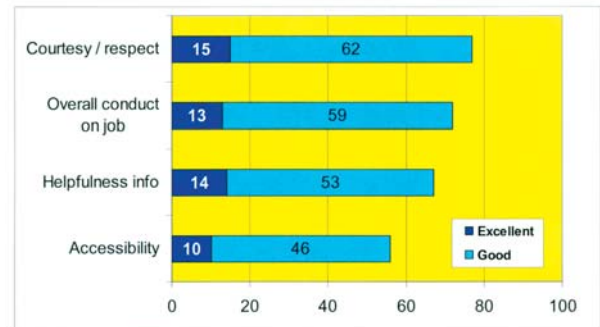
### Highest Rated Services

Traffic signs; Electronic message boards to advise of delays or traffic conditions; Snow and ice control and removal; Visibility of lane and shoulder markings.

### Lowest Rated Services

Roadside lighting and reflectors; Timing of traffic signals; Landscaping and overall appearance.

## Ratings of IDOT Employees: % Excellent and Good Ratings, 2006



**Overall Satisfaction Mean for the 4 aspects**  
3.74 out of 5.0

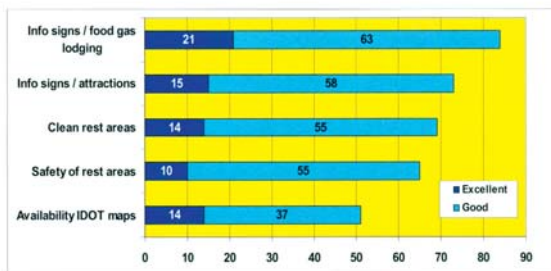
### Highest Rated Aspects

Courtesy and respect shown to motorists; Overall conduct of employees on the job; Helpfulness of information provided by employees.

### Lowest Rated Aspect

Accessibility of employees when you need them.

## Traveler Services: % Excellent and Good Ratings, 2006



**Overall Satisfaction Mean for the 5 aspects**  
3.73 out of 5.0.

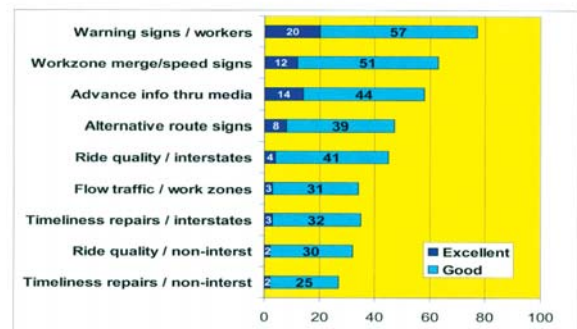
### Highest Rated Services

Informational signs (blue service logo signs) at highway exits for food, gas and lodging; Informational signs (brown informational signs) about area tourist attractions and state parks; Cleanliness and safety of rest areas.

### Lowest Rated Service

Availability of free IDOT road maps.

## Road Repair and Construction: % Excellent and Good Ratings, 2006



**Overall Satisfaction Mean for the 5 aspects**  
3.34 out of 5.0.

### Highest Rated Services

Warning signs when workers are present; Work zone signs to direct merging traffic and alert motorists to reduce speed; and Advance information about projects.

### Lowest Rated Service

Timeliness of repairs on non-interstates; Ride quality and smoothness on non-interstates; Timeliness of repairs on interstates; and Flow of traffic through work zones.

## Reaching Out to IDOT Customers & Stakeholders Through Context Sensitive Solutions

Illinois citizens have come to expect more, better, and faster projects, within budget, that reflect citizen input. Context Sensitive Solutions (CSS) is one means the Department is using to address these expectations. Pursuant to state law, the Department adopted its CSS policy effective August 1, 2005. During 2006, major steps were taken to implement this policy and make it part of what IDOT strives to do every day.

The Division of Highways finalized and began implementing its CSS procedures on March 1, 2006.

To help staff develop the tools and skills to implement CSS throughout Illinois, a collaborative website was developed to enable staff from across the department to work together in these development activities.

To implement CSS as effectively as possible, Department personnel, consultants, and local agency partners need a thorough understanding of CSS. Toward that end, the Department is providing three separate CSS training classes for IDOT staff, local agency staff, and design consultants.

The Department also provides community impact assessment classes by national instructors targeted to IDOT staff and other stakeholders. The Department also is ensuring that staff throughout IDOT has adequate facilitation training needed to assist with local outreach necessary to implement CSS.

IDOT also is mindful of the need to communicate its CSS priorities and programs throughout the engineering trade, and to that end, the Department has made numerous presentations to a wide variety of organizations. The significance of the training aspects of these occasions cannot be overstated. One example could be found at the American Society of Civil Engineers – Annual Civil Engineering Conference. This conference was held in October in Chicago and was attended by engineering professionals from around the world.

The Department also made strides this year in working with its stakeholders on specific projects and on overall implementation of CSS. In the spring, meetings were held with CSS stakeholders to discuss the Department's CSS implementation strategy and to obtain input from its stakeholders into that strategy. Minutes from these meetings can be found on the Department's CSS website.

Implementation means the Department has advertised and begun awarding contracts for preliminary engineering studies specifically requiring the use of the CSS process. CSS principles already have been utilized in several important projects. Examples include the Prairie Parkway Study, the I-74 reconstruction project through Peoria, the South Lake Shore Drive reconstruction, the Dan Ryan and Kingery reconstruction, and the early phases of planning for the new Mississippi River bridge at East St. Louis.







## The Environment

- As part of the commitments in the Dan Ryan environmental assessment, the department has taken unprecedented steps to mitigate air quality for the Dan Ryan reconstruction project. Specific air quality/dust control provisions were implemented requiring contractors to control dust and undertake appropriate mitigation procedures (i.e., watering, street sweeping, or application of dust chemical suppressants), to reduce potential impacts. Idling restrictions were also implemented. IDOT also required contractors to use ultra-low sulfur diesel fuel (ULSD) or use emission control devices with on-road diesel fuel. Through July 2006, IDOT used over 303,000 gallons of ULSD. In addition, IDOT installed air quality monitoring equipment along the Dan Ryan and other sensitive receptors such as schools and parks in the nearby community, to monitor various pollutants.
- The IL 29 Peoria to I-180 project has been selected as one of the FHWA's Exemplary Ecosystem Initiative awards for 2006. The project was selected due to the use of innovative mitigation efforts for natural resources as outlined in an agreement between IDOT and the Department of Natural Resources. Many of the mitigation efforts resulted in land being transferred to IDNR for the protection of such species as the bald eagle. In addition, the project broke new ground with design features such as the use of a split roadway profile that minimized the amount of land to be taken in areas adjacent to nature preserves and wildlife refuges. The project also incorporated designs for wildlife underpasses.
- The Department is working with the Illinois Natural History Survey at Champaign and the U.S. Fish and Wildlife Service (USFWS) to determine the distribution of the federally listed Indiana bat. The USFWS has recently begun to request that bat surveys be done for nearly every transportation project in the northeastern region of the state. This initiative involves a series of field surveys of areas that contain potential habitat for the bat in order to determine the presence or absence of the species. If the results prove that the Indiana bat does not inhabit the area, a programmatic-type agreement will be established between the two agencies, eliminating the need for case-by-case investigations for each project. This will result in expedited natural resource agency coordination for transportation projects.
- The Department and the consulting firm of Huff and Huff received a joint ACEC Special Achievement Award (2005) for the Noise Education Initiative project. This project resulted in an IDOT website link to information regarding traffic noise that included specific definitions of terms, an explanation of Department policies and general guidance on traffic noise abatement options. The website has dramatically decreased the number of public inquiries and complaints IDOT normally receives regarding this issue. Additional products of this initiative included brochures and media presentations to be used at public meetings and hearings.
- The Environment Section produced a new Environment page that is now featured on the IDOT website. This link enables interested parties to instantly access information on wetlands, archaeological and historic resources, traffic noise, air quality, threatened and endangered species and water quality. The page also features a link to all current National Environmental Policy (NEPA) documents.
- Working together with the Illinois Department of Natural Resources (IDNR), the IDOT Natural Resources Unit is streamlining the consultation process mandated by the Illinois Endangered Species Protection Act. In February 2006, the Department was given access to IDNR's natural heritage database which contains

sensitive geographic information on the location of listed species. More recently, due to the continued cooperation between the two agencies, IDOT will be granted the authority and responsibility to analyze and determine in-house clearance of a majority of projects thus eliminating the need to coordinate many projects with IDNR. The database will be used through a state-of-the-art web-based geographic information system for quick delivery and turnaround.

- The IDOT Natural Resources Unit is coordinating with the U.S. Army Corps of Engineers, U.S. Environmental Protection Agency, U.S. Fish and Wildlife Service and the IDNR for the approval of a 120-acre Sugar Camp Creek wetland mitigation bank in Franklin County. This wetland bank will be the third IDOT-sponsored wetland mitigation bank site in Illinois. IDOT is a leader among state agencies in this type of mitigation with two additional bank sites, including the 1,640-acre LaGrange site in Brown County and the 680-acre Morris site in Grundy County. The LaGrange wetland bank is the recent recipient of the Federal Highway Administration's Environmental Excellence Award. These wetland banks are used by the department to comply with the requirements of the Federal Clean Water Act and the IDNR Interagency Wetland Policy Act of 1989, which requires in-kind compensation for unavoidable wetland impacts.
- To fulfill the requirements of the National Historic Preservation Act, the Department's Cultural Resources Unit recently completed the fourth season of field excavations for a major prehistoric archaeological area in southwestern Illinois named the "Janey B. Good" site. Through the cooperation of IDOT District 8 and staff archaeologists with the University of Illinois, this extensive undertaking is nearly completed. During the development of the IL 3 relocation project, environmental and other constraints precluded the avoidance of this large prehistoric village on the banks of a former channel of the Mississippi just north of East St. Louis. The people who lived at this site over a period of three centuries laid the foundation for the huge Cahokia ceremonial center six miles to the southeast, and around AD 1000 they became subjects of the powerful Cahokian chiefdom. Field work by professional archaeologists from the University of Illinois, with crews reaching 100 individuals at times, has resulted in the excavation of several hundred prehistoric houses and thousands of hearths, storage pits, and postmolds. This especially rich, internationally recognized site has yielded tens of thousands of stone tools, pottery fragments, and other cultural materials. This project has led to significant new knowledge concerning the rise and fall of the largest prehistoric chiefdom in North America.
- IDOT is working with the Illinois Historic Preservation Agency, the Federal Highway Administration, and the Advisory Council in Washington D.C. to conclude negotiations for a Historic Bridge Programmatic

Agreement which will provide a streamlined cultural resources coordination system for Illinois historic bridges. This new program will save the Department time in the coordination process and will result in a significant reduction in paperwork for all concerned. Such a streamlined process will allow vital bridge replacement projects to be completed in a timely manner, ensuring public safety and public and commercial access to key transportation corridors.



- Over \$33 million was saved on the Dan Ryan project for the off-site management of 1.8 million cubic yards of soils excavated from this project. IDOT and the Illinois Environmental Protection Agency (IEPA) worked on an Intergovernmental Agreement to allow IDOT to use the uncontaminated soils being removed from the Dan Ryan project to be taken to sites where IEPA is conducting response actions and sites under IEPA's Site Remediation Program. The uncontaminated soils from the Dan Ryan project were used by the city of Chicago on their brownfield sites, IEPA's response action sites, and other private facilities in IEPA's Site Remediation Program.

## Fiscal Integrity

- IDOT has responded to the Federal Financial Integrity Review and Evaluation program and the Office of the Comptroller's requirements to successfully identify old, inactive local projects in which funding could be released for use on other projects. Through 2006, over \$50 million has been released from obligations.
- The Non-Operating Right of Way (NORWAY) database was completed to inventory highway properties that do not carry vehicular traffic. NORWAY will help identify excess land that will be marketed for sale with revenues returned to the Road Fund.
- IDOT's research efforts often yield savings to the taxpayer. In 2006, a bridge project on IL 83 incorporated a new high performance steel that uses highly corrosion resistant technology. This steel is called "High-Tough Weathering Steel" because of its high atmospheric corrosion resistance. As a result, the steel did not require painting which generated a cost savings of \$200,000. The material was developed in cooperation with Northwestern University.



- To ensure the Department meets its priority of "Streamlining Project Delivery to Ensure Efficiency," DOH has focused efforts on closing construction projects. Guidance and instructions for closing projects is provided to the districts and local agencies. This has significantly reduced the number of projects completed but not yet closed. With the anticipated closing of approximately 1,000 contracts from 2006, this will surpass 2005 results by more than 25 percent.

## Administrative Rules/Legislative Issues

- A coordinated effort between the Division of Highways and the Office of Chief Counsel favorably influenced the legislative overhaul of the Illinois Eminent Domain Act.
- DOH partnered with the Outdoor Advertising Association of Illinois to spearhead changes regarding billboards along regulated state highways.

## Manpower/Reorganization

- The Division of Highways reorganization consisting of changes to district boundaries and the management structure was completed on July 1, 2006. This 18-month transition was accomplished with no negative impact on program delivery or services rendered to the public.
- Despite significant staff reductions, IDOT was able to conduct land title and conveyance document reviews for 1,675 land purchases and provide relocation costs for 185 displaced residences and businesses.
- The Safe Routes to School is both a new federal and state program. As part of this program, a dedicated coordinator was required in order to qualify for federal funds. IDOT hired a Safe Routes to School Coordinator on September 1, 2006.
- A feasibility study is being conducted for the automated centralized operation of six movable bridges operated by District One on the Des Plaines River in Joliet. The automation would improve operations and significantly reduce staffing costs for the continual operation of the bridges.
- To address reduced staffing and capacity to review plans prepared by consultants, IDOT provides bridge planning and design guidance. Consultants have been made aware of their increased responsibility for plan accuracy and structural adequacy. These changes will assist consultants to ensure structural design integrity.

## Additional Collaborations

- IDOT, in conjunction with the Department of Commerce and Economic Opportunity, coordinated the Governor's Bicycle Ride in 2006. The week-long ride is planned as an annual event.
- Coordination of efforts on the IL 173/I-90 interchange with the village of Machesney Park, City of Loves Park, Rock Cut State Park, local MPO, Winnebago County and smaller communities has had positive

effects. This provides an additional National Highway System (NHS) interconnection, improves public access to Metra commuter rail in Harvard, and resolves traffic and capacity deficiencies prompted by rapid growth and development within the area.

- **Prairie Parkway Study:** In October 2005, two corridor "build" alternatives were selected for further study for a transportation improvement in northeastern Illinois. In November 2006 the Draft Environmental Impact Statement was released and presented at Public Hearings in December 2006 and February 2007. The study is expected to be completed and approved by the end of 2007. To date, the district has held over 200 meetings with the public, landowners, elected officials, governmental staff, and interest groups as part of the project's CSS effort.



- IDOT resurrected the Great Lakes Region Right of Way Association and hosted the first regional conference in 15 years. This association will improve problem solving of right of way issues among neighboring state transportation departments.
- Industry stakeholders and IDOT collaborated to improve and expand the use of recycled asphalt pavement (RAP) stockpiles, polymer mixes in Hot Mix Asphalt (HMA) and in non-quality aggregate uses.
- In April 2006, the ICT selected the following project for funding, "Documenting Air Toxics in NEPA Documents: A Midwest Peer Exchange." The objectives of the Peer Exchange were: 1) to convene state DOT and FHWA staff from six Midwestern states (Indiana, Ohio, Michigan, Minnesota, Wisconsin, and Illinois), as well as Environmental Protection Agency (EPA) staff, to provide an opportunity to discuss air toxics guidance issued by FHWA; 2) to discuss how states are documenting air toxics in their NEPA documents; and 3) produce practical guidelines as a result of the discussions and conclusions from the meeting.
- The preliminary phase for the Peoria to Macomb highway is currently underway with final highway alignments under study. IDOT is reaching out to all interested parties through public information meetings.
- Land acquisition and plan preparation have been completed for the \$5.5 million IL 13 connector in Harrisburg which is a four-lane urban improvement from Granger Street to US 45 in Harrisburg. Using

CSS, key stakeholders were identified and involved to add a sidewalk/bike trail to tie the existing businesses along IL 34 to the popular 66+ mile Tunnel Hill Bike Trail to promote economic development.

- I-57 over old IL 13 and at Crab Orchard and Egyptian Railroad Grade Separation in Marion. As a result of a roadside safety assessment and the implementation of CSS, a sidewalk was added throughout the project to benefit the adjacent Marion Veterans Affairs Medical Center, an adjacent hotel and restaurant employees and patrons, and Pepsi MidAmerica employees. This will enable all area pedestrians to safely traverse under I-57. In conjunction with the Marion Chamber of Commerce, a landscaped median will replace the existing, unattractive asphalt surfaced median on old IL 13. The Marion Chamber of Commerce will adopt the future maintenance of the landscaped median.

## Special Services Provided

- IDOT's divisions and offices often cross lines of communication in order to better serve the traveling public. The Division of Highways' Bureau of Materials and Physical Research and the Bureau of Design and Environment worked in concert with the Office of Planning and Programming in regards to Condition Rating Survey data collection, scoping and project prioritization.
- Due to an experienced staff knowledgeable in pavement design, technology and material requirements/alternatives, DOH had the ability to quickly respond to questions and problems. This reduced delays and decreased costs. Specific projects impacted by these services were:
  - Dan Ryan reconstruction
  - I 57 at Marion – rubblizing/extended life design and staging for night time construction due to safety concerns
  - I 57 at IL 13 - rubblizing/extended life design
  - IL 13 at Marion
  - Old Shawneetown Terminal Road reconstruction
  - I 55 – add lanes at Weber Road - extended life design
  - I 57/64 ramp weave lanes at Mt. Vernon – extended life design



- IL 255 in District 8 – extended life design
- District 7 – Cumberland County local agency design
- Changes were implemented at Emergency Traffic Patrol (ETP) which resulted in a 61 percent increase in assists. For 2006, IDOT expects to exceed 125,000 assists. This will be the highest number of assists in the history of ETP.
- An automated vehicle location system was implemented for District 1 ETP. This system serves as a dispatch tool to improve the assignment of available patrolmen to incidents. The system's communications have been adapted to operate via the district's own radio system rather than the costly and volatile public cellular network. It will be further adapted to provide automatic incident data information from a few keypad entries from the patrol vehicle to speed incident documentation and posting to the Gary Chicago Milwaukee Corridor (GCM) web page.
- The Closed Circuit Television (CCTV) coverage of the expressway system has been expanded to include construction zones, providing images for posting with the GCM web page. The installation of cameras on high mast lighting towers has yielded vastly improved coverage without the expense of independent poles. The District One Bureau of Electrical Operations received an Engineering Achievement Award from the Illinois Engineering Council for its temporary construction zone CCTV efforts.





## MAJOR PROJECT HIGHLIGHTS

*The following major projects are tentatively scheduled during FY 2007-2012:*

### Downstate Illinois

- Interstate 55/70 Poplar Street Complex in East St. Louis. Bridge repair and bridge deck overlay on the Tudor/Piggot Ramps and on the Interstate 70 Collector/Distributor are programmed through FY 2012 at \$27.7 million. Of this total, \$8.5 million is programmed in FY 2007.
- Interstate 55/64/70 Interchange (Tri-Level) in East St. Louis. Reconstruction of this interchange of the three routes is to improve traffic operational conditions and provide access to the local street system. Construction and associated work are programmed through FY 2012 at \$9.9 million. Of this total, engineering for contract plans is programmed in FY 2007 at \$1 million. There is an additional \$172.4 million of work needed on the Tri-Level and the Interstate 64 connector that is contingent on securing additional special federal funds.



- Interstate 57 from north of Illinois 13 in Marion to the Jefferson County line. Resurfacing on 26.6 miles is programmed during FY 2008-2012 at \$55.6 million. In addition, bridgework near West Frankfort and south of West City is programmed for the same period at \$6.9 million.
- US 20 from Galena to Freeport. The Environmental Impact Statement and design report for this project have been approved by the Federal Highway Administration with the Record of Decision signed Sept. 22, 2005. Phase II engineering for contract plans and land acquisition for the Galena Bypass are under way.
- US 20 (Galena Bypass) from Illinois 84 northwest of Galena to Horseshoe Mound Interchange southeast of Galena. SAFETEA-LU provided \$7.44 million in federal funds for this work. (Northwest Region)
- US 20 (Freeport Bypass) from US 20 Business west of Freeport to west of Illinois 26. SAFETEA-LU provided \$760,000 in federal funds for this work. (Northern Stateline Region)

- US 51 – Decatur to Pana. Since 1990, IDOT has invested \$43.9 million on upgrading US 51 to four lanes south of Decatur, including the completed construction for 9.2 miles from north of Elwin to north of the Macon/Shelby County line. New construction is under way for 3.5 miles from south of the Shelby County line near Moweaqua to just north of Township Road 306. The remaining work to complete the 8.6-mile section from north of Township Road 306 to 2.9 miles north of Illinois 16 north of Pana is not currently funded.
- US 51 (Assumption Bypass) from 1.5 miles north of Assumption to 1.1 miles south. The proposed bond program provides \$21.1 million for new roadway construction of 4 miles of a four-lane expressway, land acquisition and utility adjustments. SAFETEA-LU provided \$16.85 million in federal funds for this work.

### Central Region

- US 51 from south of Pana to Centralia. Engineering for design, location and environmental studies and engineering for contract plans are programmed through FY 2012 at \$8.9 million. Of this total, engineering for design, location and environmental studies are programmed in FY 2007 at \$1.5 million. SAFETEA-LU provided a total of \$7.2 million in federal funds for this work.
- US 67 Corridor. The US 67 corridor extends nearly 229 miles from Rock Island to Alton. The two- and four-lane corridor improvement projects awarded to date have totaled more than \$708 million, and \$121.9 million in projects are programmed through FY 2012. Of this total, \$2.95 million is programmed in FY 2007. The estimated unfunded cost to complete the four lane sections in the US 67 corridor from Macomb to the Alton Bypass exceeds \$1.6 billion.
- US 67/US 136/Illinois 336 – Macomb Bypass from US 136 (Jackson Street) in Macomb to US 136 north-east of Macomb. This project is not currently funded.

### West Central Region

- US 67 from north of Industry to Illinois 101. Engineering for contract plans is programmed through FY 2012 at \$2.3 million. SAFETEA-LU provided \$1.6 million in federal funds for this work.
- US 67 from the Cass County line to 0.2 mile east of Concord / Arenzville Road and at the Illinois River at Beardstown. Engineering for contract plans and land acquisition are programmed through FY 2012 at \$13 million. Of this total, a portion of both engineering for contract plans and land acquisition are programmed in FY 2007 at \$1.95 million. SAFETEA-LU provided \$7.6 million in federal funds for this work.
- US 67 from Jerseyville to the Scott County line. This project is not currently funded. (Central Region)
- US 67 (Jerseyville Bypass) at Dearcy Creek, at a tributary of Dearcy Creek and at Illinois 16. SAFETEA-LU provided \$8.36 million in federal funds for this work.

## Southwest Region

- US 67 from Godfrey to Jerseyville in Madison County and Jersey County. Construction of new bridges, construction engineering, engineering for contract plans, land acquisition and utility adjustments are programmed through FY 2012 at \$27.6 million. Of this total, land acquisition is programmed in FY 2007 at \$500,000. TEA 21 provided \$12.2 million in federal funds for this project.
- Alton Bypass from Interstate 270 to US 67 in Godfrey. Construction of the four lane Alton Bypass from Interstate 270 to US 67 in Godfrey is in progress. The recently completed segment from Interstate 270 to Illinois 143 is open to traffic. Construction on the 7.2-mile segment from Illinois 143 to Fosterburg Road is under way. Completion of contract plans and construction of the remaining 6.1 miles of mainline pavement, 1.7 miles of construction on cross streets and associated work from Fosterburg Road to US 67 in Godfrey are programmed through FY 2012 at \$79 million. Of this total, land acquisition is programmed in FY 2007 at a cost of \$500,000.
- Illinois 3 Relocation from Cahokia to Venice. Archaeological survey work is programmed through FY 2012 at \$6 million. Of this total, \$1.5 million is programmed in FY 2007 for this work. An additional \$80.8 million for new construction, new bridges, land acquisition and utility adjustments is contingent on securing additional special federal funds.
- US 136/Illinois 336 - Quincy to Macomb Corridor. A new four-lane highway for 21.3 miles from US 24 near Quincy to 3 miles south of Carthage and 1.2 miles from County Highway 18 to Deere Road west of Macomb is open to traffic. The construction to provide 5 miles of four lanes and an interchange from 3 miles south of Carthage to 2 miles east of Carthage and the construction to provide 1.1 miles of five lanes from US 136 east of Township Road 266 to County Highway 18 are under way. Grading and drainage work for a 0.72-mile section is under way from 0.5 mile south of US 136 to 1 mile south of US 136 near the west edge of Macomb. The work to finish the remaining 20.3 miles of four-lane highway from 2 miles east of Carthage to US 136 east of Township Road 266 is fully funded. Land acquisition and construction from 2 miles east of Carthage to US 136 east of Township Road 226 west of Macomb are programmed during FY 2007 at \$119.1 million.
- Macomb to Peoria Corridor Study (Illinois 336). Engineering for location, design and environmental studies began in fall 2002. The continuation of engineering for location, design and environmental studies and engineering for contract plans are programmed during FY 2008-2012 at \$11.5 million. SAFETEA-LU provided \$7.2 million in federal funds for this work.
- Illinois 40 (Knoxville Avenue) from north of Cedar Hills

Drive to north of Illinois 6 in Peoria. Construction of additional lanes, intersection improvement, resurfacing on 2.6 miles and associated work are programmed through FY 2012 at \$21.5 million. Of this total, construction of additional lanes, intersection improvement, resurfacing on 0.9 mile and land acquisition are programmed in FY 2007 at \$6.1 million.



## Northeastern Illinois

- Interstate 55 from Interstate 80 to Weber Road in Will County. Engineering for contract plans, additional lanes, widening and resurfacing for 14.5 miles, bridge repair and widening, noise barriers, shoulder repair and construction engineering are programmed through FY 2012 at \$111.4 million. Of this total, \$90.8 million is programmed in FY 2007 for engineering for contract plans, construction and construction engineering. SAFETEA-LU provided \$2.8 million in federal funds for this project, but the expansion of I-55 cannot be completed without additional funding.
- Interstate 55 at Arsenal Road in Will County. Interchange reconstruction, bridge replacement, land acquisition, lighting, engineering for contract plans and construction engineering are programmed during FY 2008 2012 at \$33.3 million. This work is being done in conjunction with the development of the Joliet Arsenal facility which, when completed, will be the largest inter-modal facility in the nation.
- Interstate 80 (Kingery Expressway) from Interstate 94 (Bishop Ford Expressway) to Indiana State Line at Cook County. The four-year Kingery reconstruction project is in its final stage with construction on the main line along with construction of a tri-level structure connecting I 80 to southbound Illinois 394. A total of \$11.3 million is programmed in FY 2007 for construction engineering and landscaping. The project is anticipated to be completed by spring 2007.
- Interstate 94/90 (Dan Ryan Expressway) from 31st Street to south of the Interstate 57 Interchange in Cook County. Reconstruction of 8.5 miles of the existing local and express lanes, bridge repairs and replacement, additional ramps, landscaping and construction engineering are programmed through FY 2012 at \$359.4 million. Of this total, \$317.8 million is programmed in FY 2007 for additional ramps, bridge



repairs, reconstruction and construction engineering.

- US 6 (159th Street) from Interstate 294 to Illinois 1 (Halsted Street). Reconstruction on 2.3 miles, bridge replacement, railroad relocation, intersection improvement, engineering for contract plans, construction engineering, utility adjustment and lighting are programmed through FY 2012 at \$55.3 million. Of this total, \$6.3 million is included in FY 2007 for bridge replacement, railroad relocation, engineering for contract plans, construction engineering and utility adjustment. TEA-21 provided \$1.3 million in federal funds for this project.
- US 14 (Virginia Street) from West Lake Shore Drive to Crystal Lake Avenue and at Ridgefield Road (south junction). Additional lanes for 4.9 miles, land acquisition, engineering for contract plans and construction engineering are programmed during FY 2008-2012 at \$45 million.
- Illinois 22 (Lake Zurich Road) from Quentin Road to west of Illinois 83 (Mundelein Road). Additional lanes for 3.5 miles, land acquisition, engineering for right-of-way, engineering for contract plans and construction engineering are programmed during FY 2008-2012 at \$37.8 million.
- Illinois 22 (Half Day Road) from east of Interstate 94 (Tri-State Tollway) to west of US 41 (Skokie Highway). Additional lanes for nearly 3 miles, land acquisition and construction engineering are programmed during FY 2008-2012 at \$21.3 million.
- Illinois 56 (Butterfield Road) from Illinois 59 (Joliet Road) to Naperville Road. Additional lanes for 5.3 miles, bridge widening, bridge, repair, land acquisition and construction engineering are programmed during FY 2008-2012 at \$73.4 million.
- Illinois 59/US 30 (Division Street/Brook Forest Avenue) from Illinois 126 (Lockport Road) to US 52 (Jefferson Street). Additional lanes for 6.3 miles, bridge replacement, retaining wall, construction engineering, land acquisition and landscaping are programmed through FY 2012 at \$86.3 million. Of this total, \$2 million is included in FY 2007 for land acquisition.
- Illinois 64 (North Avenue) from Kautz Road to Illinois 59 (Ingalton Road). Additional lanes for nearly 3 miles, bridge replacement, retaining wall, land acquisition, construction engineering and lighting are programmed during FY 2008-2012 at \$41 million.

## Reconstruction of I-74 Marked by Completion Ceremony and Time Capsule

A four-year, \$500 million project to rebuild I-74 through Peoria was completed in November 2006. Completion of the largest single downstate road construction project in Illinois history was marked by a ceremony hosted by IDOT and attended by local and state officials. Marking the significance of the construction milestone, IDOT unveiled a project time capsule containing mem-

orabilia commemorating the Upgrade 74 project and the people of Peoria. The time capsule was buried in Riverfront Park near the Murray Baker Bridge in Peoria and is scheduled to be unearthed and opened in 2056. "By re-engineering and reconstructing this interstate, the difference will be night and day for anyone who has ever driven on I-74," Gov. Blagojevich said as the project was completed.



"When Upgrade 74 began, it was difficult to visualize how a sea of construction barrels would transform into a modern roadway," said IDOT Secretary Timothy W. Martin at the time of completion. "If you had asked motorists in 2002 as we began the project, I am sure many would have had some choice words for IDOT. But I think we can all agree the only word that describes Upgrade 74 today is: Incredible!"

Minor activities, including landscaping, will continue on I-74 through spring 2007. Work zone speed limits will be in effect until completion of landscaping for the safety of workers and motorists.

Project information is available at [www.upgrade74.com](http://www.upgrade74.com). Motorists can also call 866-I74-NEWS (866-474-6397) to receive construction updates. Upgrade 74 represents the complete rehabilitation of I-74 from East Peoria through Peoria.

## Planning Grants Help Will County Communities Prepare for Growth

Nearly a quarter-million dollars in planning grants to ensure readiness for growth and economic development were awarded in 2006 to the Will County communities of Crete and Lockport in 2006. Gov. Blagojevich awarded the grants as part of the Illinois Tomorrow Corridor Planning program, designed to promote planning at the local level for future needs.

"We want to see communities across Illinois continue to grow and flourish. But growth should not compromise a community's quality of life. These grants will help local governments plan ahead so as more residents and businesses move in, the community is ready

for the expansion and the quality of life stays strong,” the Governor said.

“Will County’s amazing growth places an even greater priority on the continued development of our downtown areas,” said Illinois State Sen. A.J. Wilhelmi of Joliet. “With our communities expanding at such a great rate, the Illinois Tomorrow Corridor Planning grant program has become a crucial tool for these communities and will be a great benefit to the residents of Lockport.”

“The State Street Corridor is an incredibly vital area and the focal point of Lockport’s historic downtown area,” noted Illinois State Sen. Christine Radogno of Lemont. “As the area grows, it is important for state and local leaders to work together to ensure we promote and improve the Corridor in a way that will be of greatest benefit to the people living in this community now and in the future.”

The Illinois Tomorrow Corridor Planning grant program assists communities throughout Illinois in developing plans that will protect and improve their quality of life. It encourages partnerships between private and public groups to work together for the long-range interests of people who live in the areas impacted by future growth.

“This grant will bring much-needed funds to the 85th District to improve the main corridor of Lockport,” said Illinois State Rep. Brent Hassert of Romeoville. “As Lockport and surrounding towns in Will County continue to see a boost in economic and residential development, our roads need to be able to handle the increased traffic.”

Communities participating in the Illinois Tomorrow Corridor Planning program work with state government to ensure that programs affecting growth are implemented effectively and to identify new and better solutions to problems they may face connected with growth and development. These problems can include traffic congestion, loss of open space and farmland, environmental protection, infrastructure needs, and fragmented local planning.

## Community Outreach Efforts Result in Creative Art Program for Area Students

Public information and community involvement are the foundation of the Dan Ryan Expressway public outreach program. IDOT’s efforts to involve neighborhood schools and students in the effort to rebuild the Dan Ryan Expressway were greeted with positive responses by instructors and students alike. These outreach efforts have resulted in art projects connected to the project that are likely to stand the test of time.

The Art Wall Project is a creative program where young students in the community, under the creative direction and guidance of Carla Carr from Little Black Pearl and Chicago artist Bernard Williams, are designing medallions for the retaining wall between 51st and 59th streets on the actual expressway. IDOT envisions this wall as a blank canvas perfect for a public art display. The Art Wall project presents a great opportunity to engage young people in a process that will be educational, fun and challenging to build brighter futures while we build a better expressway.

In addition to designs by Williams, an on-line voting contest was held in which the public was able to choose designs created by the students. The winning medallions will be permanently installed on the retaining walls between 51st and 59th streets of the new expressway. These designs are expected to be affixed by fall 2007.

Public information and community involvement are the foundation of the Dan Ryan Expressway public outreach program.



## IDOT Uses Information from Health Experts To Develop State-of-the-Art Environmental Approach

IDOT blazed new trails toward improved stakeholder involvement and satisfaction with a dramatic shift in environmental policies governing urban freeway construction, starting with the Dan Ryan Expressway construction project.

IDOT implemented several innovative changes in its environmental policies to reduce the air pollution effects of highway construction, in coordination with other federal and state agencies such as the U.S. Environmental Protection Agency (USEPA), Federal Highway Administration (FHWA), Illinois Environmental Protection Agency (IEPA) and the Illinois Department of Public Health (IDPH). The IEPA called IDOT’s strategy on the Dan Ryan the largest single clean-air construc-



tion project in the nation. This landmark policy improvement for urban freeway projects began with the reconstruction of the Dan Ryan Expressway (I-90/I-94) in Chicago as IDOT enlisted the knowledge and professional skills of nearly two dozen public health and environmental experts in or close to the project area. The group recommended policy improvements on health and environmental services and information to the communities most directly affected by urban construction projects, including closer cooperation with federal and state environmental protection agencies to better serve those communities.

This environment and health focus group helped IDOT improve on several aspects of policy improvement and groundbreaking environmental initiatives, including:

- Air quality monitoring and reporting of air quality in the construction area: IDOT in conjunction with IEPA established monitors near the Dan Ryan construction site to regularly track levels of dust, particulate matter, and other pollutants to measure the effects of road construction on air quality and to better mitigate or prevent construction activities that could worsen air quality.
- Contract provisions for dust control measures for particulate matter such as additional or continuous watering on site to minimize airborne dust coming from the project area.
- Tougher requirements on contractors to use ultra low-sulfur fuel for project construction equipment or install emissions control devices on construction equipment.
- Stricter rules to limit equipment idling on the construction site.
- Proactive, timely and accurate communications to the area communities about air monitoring results and potential actions needed if results change significantly.

Many of these health and environmental solutions represented firsts nationally for urban construction projects and have been recognized by the FHWA, USEPA and other environmental and health agencies. IDOT in 2005 received an award from Partners for Clean Air, a Chicago-centered coalition of agencies and organizations dedicated to improving air quality. Many of the requirements and lessons learned from the Dan Ryan project can and will be utilized in the planning, design and implementation of other urban construction projects in the Chicago area and throughout the state.

## Improved Regional Cooperation is Hallmark of IDOT Community-Based Outreach

In an effort to further expand on the practice of Context Sensitive Solutions, IDOT engaged the immediate communities impacted by the Dan Ryan and Kingery Expressway Projects and expanded the approach locally and even across state borders.

The Dan Ryan and Kingery expressways are crucial to car and truck traffic throughout the Chicago area which is why IDOT made a concerted effort to ensure that Indiana, Ohio, Michigan and Wisconsin were aware of the construction staging changes and the impact of those changes on drivers. Weekly e-mail updates were sent to these states. As traffic accidents occurred, IDOT immediately made these states aware of the current situations. Some states elected to put up their own Dynamic Messaging System boards warning drivers of potential slow downs. As they were produced, these states also posted IDOT posters and flyers in rest areas and weigh stations.

For the first time, IDOT also put its traffic staging changes on traffic information stations featured on XM Satellite Radio, which is relied upon and used by many truckers. This method of disseminating traffic and roadway information enabled IDOT to provide drivers with the most updated reports available. Trucking associations also received weekly staging changes via e-mail which were then distributed by the associations to their members.

During Year 2 of mainline construction on the Dan Ryan and Kingery projects, IDOT has continued to provide a toll-free number and free weekly e-mail alerts to motorists and truckers who have registered for the service.



## Bridge Recovery Project Helps Protect Vital Structures

Originally developed in July 2004, the Bridge Recovery Program is a response to possible terrorist actions against civil/transportation facilities whereby engineering consultants and structural contractors are on call to assist IDOT in an effort to be prepared to respond to a terrorist action on major bridge facilities of the state. The Department has developed a manual, facilitated communication with selected response consultants and contractors and conducted Tabletop Exercises to test the program and make improvements. Each responding consultant has pertinent data related to the structure(s) assigned, including bridge plans, pictures and aerial



photos. In an actual terrorist event, the consultants are expected to respond, assess damage and make recommendations for its continued use and repair. Contractors are expected to respond to an event with personnel and equipment necessary to begin repairs and minimize disruption of traffic.

## **IDOT Launches Mentor-Protégé Program to Build Capacity of Small and Minority Contractors**

IDOT in 2006 launched a groundbreaking Mentor-Protégé Program, a public-private partnership designed to help build the capacity of small, minority-owned companies to succeed in business and to successfully compete for larger road construction projects.

The federally-approved pilot program compensates mentor companies for administrative expenses associated with the effort and teams larger, experienced firms with contractors that are certified as a Disadvantaged Business Enterprise (DBE) in Illinois.

“Under the leadership of Governor Blagojevich, IDOT has redoubled its commitment to creating a level playing field for small and minority contractors,” said IDOT Secretary Martin. “Building roads is a tough and complicated business, and that’s why we are moving forward with this innovative new program targeted at small contracting firms. It gives smaller companies that are breaking into the field an opportunity to build their human capital under the tutelage of experienced, larger contractors that have succeeded in the business and are willing to share their knowledge.”

The Blagojevich administration and IDOT, through its Office of Business and Workforce Diversity have moved aggressively to break down barriers that typically prevent or hinder small and minority contractors from succeeding in the road construction field. IDOT raised the bar on its target for inclusion, increasing its statewide goal for the percentage of contracts going to DBEs from 12 percent in 2003 to the current goal of 22.7 percent.

In addition, IDOT has upgraded and expanded the supportive services it offers to DBEs to enable them to compete for contracts. Under this administration, IDOT opened walk-in DBE Resource Centers connected with major transportation projects in Chicago and East St. Louis. Previously, contractors seeking assistance had to travel to Springfield.

Under the new program, once a mentor firm and protégé are teamed up, they will jointly establish a development plan that outlines their goals and expectations, sets benchmarks and creates a monitoring and reporting mechanism that will be used to judge the effectiveness of the effort.

The plan may include training in the following areas: business planning, recordkeeping, technical assistance and use of equipment, capital formation, loan packaging, financial counseling and bonding.

The mentor and protégé will work together toward a goal of winning contracts for the protégé, and the two contractors will have the option of forming joint ventures to bid on projects.

To qualify for the program, the mentor firm must have at least five years’ experience as an IDOT contractor and the protégé firm must have at least three years highway construction experience and must also be certified as a DBE through the Illinois Unified Certification Program.

Progress in the program will be overseen by IDOT’s Mentor-Protégé Oversight Committee.

The new program has been approved by the U.S. Department of Transportation’s Federal Highway Administration as a three-year pilot project. It will be offered in four IDOT Districts around the state, including D-1 in the Chicago area, D-4 based in Peoria, D-6 based in Springfield, and D-8 based in Collinsville.



## Safety Comes First at IDOT

IDOT partnered with many public and private safety stakeholders as it began its first full year of implementation of the first ever Illinois Comprehensive Highway Safety Plan (CHSP) in a statewide effort to reduce fatal and serious injury crashes on Illinois roadways. The implementation of the Illinois CHSP brought a focused and integrated 4E (engineering, enforcement, education, and emergency medical services) approach. This included several safety initiatives and passage of laws that helped provide a significant reduction in fatalities for 2006.

## 2006 – Safest Year on Illinois Roads Since 1924

Motorists enjoyed the safest year on Illinois roadways in more than 80 years during 2006, as traffic fatalities dropped below 1,300 for the first time since 1924. Nearly 100 fewer people were killed on Illinois highways during 2006 than 2005. That number reflects a decrease of nearly 200 fatalities from 2003 when the statewide Primary Seatbelt Law was passed. Since 2003, safety belt usage among Illinois drivers has increased from 76 percent to nearly 90 percent.

“We had one primary goal in mind when we signed a law giving police the power to pull drivers over for not wearing safety belts – saving lives. Now, less than four years later, we have recorded the fewest fatalities on Illinois roadways since 1924. These numbers represent clear and convincing evidence to us that the law is working and seat belts really do save lives,” said Gov. Blagojevich, who signed the seatbelt law in 2003.

Preliminary data shows 1,267 traffic deaths on Illinois roadways in 2006, the lowest total since 1,065 deaths were recorded in 1924. Traffic fatalities in 2003 totaled 1,454 and have decreased in the years since.

“While increased safety belt usage is certainly a key to saving lives on our highways, it’s not a magic bullet. That’s why we’re working closely with the Illinois State Police and local agencies for increased enforcement and motorist education,” said Secretary Martin. “Gov. Blagojevich challenged us to try new things aimed at saving lives and for the first time we now have a Comprehensive Highway Safety Plan, we’ve added a new Motorcycle Enforcement Bureau, along with photo radar and aggressive enforcement initiatives and public information campaigns to get motorists to buckle up, slow down and not drive impaired.”

The Illinois State Police (ISP) has aggressively been targeting what are known as the “Fatal Five” factors in an effort to reduce highway fatalities. The “Fatal Five” include: speeding, safety belts, improper lane usage, following too closely and driving under the influence. “We know that through aggressive enforcement of the

Fatal Five we are saving lives,” said Illinois State Police Director Larry Trent. “It’s unfortunate that the threat of receiving a traffic ticket appears to provide a strong deterrent to these types of violations. We’d much rather see citizens comply for the mere fact that it saves lives. The ISP will, however, continue to do whatever it takes to keep our citizens safe.”



## Second Annual Illinois CHSP Safety Summit Held

IDOT held its second annual Illinois CHSP Safety Summit in July to bring public and private safety stakeholders together to further identify implementation strategies for identified emphasis areas. This CHSP Safety Summit was kicked off with a meeting of executive leaders to endorse the goals, emphasis areas, and strategies that comprise the plan. They also committed to supporting the implementation phase which included establishing teams for Roadway Departure, Intersections, Information Systems, and Work Zones. These teams are made up of members from various state and local agencies and include industry representatives.

Illinois received almost double the amount of federal safety dollars to provide improvements to roadways that are having fatal and severe injury crashes. IDOT has directed these dollars to provide corridor safety projects along interstate routes, to install high tension cable rail systems, to improve roadway signing, and install innovative items such as rumblestrips among other safety features.

## Outreach to Local Agencies

IDOT has directed significant efforts and resources to local agencies to reduce the approximately 50 percent of the traffic-related fatalities that occur on Illinois local roadways. This has involved developing non-traditional partnerships, providing training, performing Road Safety Assessments, and directing significant safety dollars to improve roadways where there have been severe crashes. These efforts have caught national attention and are being considered for “best practices” for other states to use.

## Impaired Driving Summit Brings Partnership Together to Combat Dangerous Driving

IDOT in 2006 sponsored a groundbreaking summit designed to bring together law enforcement officials, judges, traffic safety advocates and substance abuse prevention experts in an effort to step up the state's efforts to reduce fatalities caused by impaired drivers. The summit was held at IDOT headquarters in Springfield.

The Illinois summit was one of the first in the nation following a National Summit in March hosted by the National Highway Traffic Safety Administration (NHTSA) and Mothers Against Drunk Driving (MADD). Leaders of the national summit urged states to hold similar summits at the statewide level.

"We've made a lot of progress in Illinois to reduce over-all traffic fatalities by 100 a year," the Governor said. "Unfortunately, some drivers still aren't getting the message. Impaired drivers account for 45 percent of the fatalities on our roadways. This summit gives our police and traffic safety advocates – those on the front line of this battle – the chance to learn about and to implement new strategies to make roads safer."

"IDOT was proud to host this statewide summit on impaired driving," said Secretary Martin. "As a result of innovative ideas and knowledgeable presenters from Illinois and around the country gathering here, we hope to enlighten and educate the participants in order to have a positive impact on the impaired driving problem in Illinois."

"I congratulate Illinois for taking the initiative and hosting one of the first statewide impaired driving summits in the nation," said Don McNamara, NHTSA Regional Administrator for the Great Lakes Region and one of the featured speakers. "This meeting will provide an invaluable opportunity for leaders in the effort to prevent fatalities caused by impaired driving to compare notes and share successful strategies."

Other featured speakers at the summit included Chuck Hurley, National Executive Director of MADD, and Capt. Andrew Hall of the Fresno, CA, Police Department, which runs a nationally recognized traffic safety program that focuses on education and enforcement.

The three-day meeting covered law enforcement practices, the legislative process, combating alcohol use on a college campus, community-based DUI prevention efforts and updates on alcohol abuse prevention efforts in Illinois.

Officials also highlighted police agencies which were singled out for effective anti-impaired driving strategies on both the state and national level as part of the Illinois Traffic Safety Challenge.

The Blagojevich administration has made a sustained effort to crack down on impaired drivers by giving law enforcement agencies more tools and resources. Earlier this year, the Governor signed a law which gave police departments more flexibility to use funds seized in DUI cases to pay for overtime, saturation patrols, sting operations and enhanced training. Previously, these funds could only be used for equipment.

## High Tension Cable (HTC) Guardrail

To reduce the occurrence of deadly head-on crashes on Illinois freeways, IDOT installed several miles of HTC guardrail systems at selected locations in 2006. The innovation came after safety engineers reviewed eight years of crash data on interstates and expressways to identify and prioritize locations where a history of median crossover crashes exists. These cable guardrail systems are nationally recognized as an extremely effective, low cost, and easily repaired method to optimize chances of avoiding a head-on collision caused by a vehicle crossing an expressway median.



IDOT has continually monitored the performance of the various HTC systems installed, investigated crashes involving the new systems, and has used this information to improve its practices and procedures. Although HTC systems have not been crash tested to stop semi-tractor trailers, since installation, semi-trucks have impacted and been contained by the systems in place in Illinois. To date, the HTC systems have prevented fatal crashes.

## Work Zone Photo Speed Enforcement Delivers Effective Safety Message to Drivers

The Work Zone Photo Speed Enforcement Program represents a partnership between IDOT, the Illinois State Police (ISP), and the Illinois State Toll Highway Authority to reduce fatal and serious injury crashes in work zones. It is the first state-level program of its kind in the nation and, while implementation has been challenging, the program has continued to improve in its first year of deployment.



Photo speed enforcement vans are deployed in work zones where workers are present. Vehicles are photographed as speeding violations occur. Initial violation photos are screened for quality by the vendor on contract to IDOT. After review by the vendor, violation photos and the driver license picture are compared, the vehicle registration information is reviewed, and the citation is approved by ISP. Citations are mailed by the vendor within 14 business days using certified mail.

Three vans have been deployed in Cook, DuPage and St. Clair counties. An additional van is scheduled for deployment as IDOT begins to expand the program into other counties. Meetings have been held with circuit clerks, state attorneys, and judges to provide more effective handling of these citations. About 4,000 citations were issued in 2006 resulting in a 67 percent conviction rate.

## New Photo Enforcement Programs to Promote Driver Safety at Rail Crossings

Gov. Blagojevich signed additional traffic safety measures into law in 2006 that will improve safety on Illinois local roads through the use of photo enforcement for red light running (RLR) and for railroad grade crossing violations. The installation of RLR Camera Systems may be established only in the counties of Cook, DuPage, Kane, Lake, Madison, McHenry, St. Clair, and Will and in municipalities located within those counties. Enhanced traffic safety is the principal aim of these automated traffic law enforcement systems.



The photo enforcement legislation for railroad grade crossing violations, sponsored by Sen. Don Harmon of Oak Park and Rep. Angelo “Skip” Saviano of Elmwood Park, enables local governments to use photo enforcement to identify and issue tickets to drivers who go around lowered crossing gates at railroad intersections. The legislation responded to a 2005 accident, when a Metra express train crashed into several cars trapped in rush-hour traffic at the Grand Avenue railroad crossing in Elmwood Park, injuring 16 people.

“Photo enforcement is a good way for the police to enforce railroad crossing signals and keep drivers safe. Now that drivers know they’ll be photographed if they go around lowered crossing gates, hopefully they won’t do it,” the Governor said.

The new law provides IDOT and the Illinois Commerce Commission the authority to work with counties and municipalities to establish a system of automated enforcement at railroad crossings. The system consists of a camera or cameras at a rail crossing that would capture pictures of vehicles and drivers that drive around lowered gates or stop on railroad tracks.

When a violation is recorded, the owner of the vehicle is mailed a Uniform Traffic Citation. A first violation of this provision is punishable by a \$250 fine or 25 hours of community service. A second or subsequent violation can lead to a \$500 fine and 6-month suspension of vehicle registration.

“Going around lowered crossing gates is extremely dangerous. We need to crack down on the drivers that are willing to take that potentially deadly chance, and I am confident that photo enforcement will help local law enforcement officials to prevent tragedies like last Thanksgiving’s in Elmwood Park,” said Representative Saviano.

“No one was killed in the accident in Elmwood Park last year. We might not be so lucky next time. This legislation offers a proven method of reducing the number of motorists who cross railroad tracks against the signals, risking their own lives and the lives of others. I’d like to thank Governor Blagojevich for signing this important legislation into law. I have no doubt that it will save lives,” said Senator Harmon.

## IDOT Overhauls Communications and Education to Reduce Traffic Congestion

Chicago holds the dubious title of being the second most congested city in the nation. U.S. Department of Transportation studies show that commuters nationwide spend more than 100 hours per year traveling to work... more than the average two weeks of vacation time. Equally important, nearly 43 percent of our nation’s energy resources go into transportation – adding to our dependence on foreign oil.

In light of this, IDOT is working hard to identify practical and economical solutions to this problem. One such solution is a combined effort led by IDOT, working with transportation service boards and the Illinois State Toll Highway Authority, to promote the use of public transportation through a creative marketing campaign theme: Drive Less. Live More.

This campaign urges drivers to try public transportation and encourages the benefits – such as being able to read the morning newspaper on the train or making it home in time for dinner because the commuter is not stuck in traffic. Features of this campaign include a website with a gas calculator along with radio advertising and informational brochures.

IDOT also has launched what is dubbed the “arterial DMS project.” By placing dynamic message system signs approximately one mile ahead of typically congested highway entrances, commuters are able to choose their commuting routes based on posted, up-to-the-minute travel times along with suggested alternate routes. Seven of these boards are to be installed permanently by summer 2007.

In 2006, IDOT also launched [www.GettingAroundIllinois.com](http://www.GettingAroundIllinois.com) and [www.ILTrafficAlert.com](http://www.ILTrafficAlert.com). Both of these services are free to users and enable viewers to obtain up-to-the-minute information on traffic conditions, roadway and weather conditions and many other travel aids. Getting AroundIllinois features a customized travel program. Users can simply type in starting and ending points for their planned travel route, as well as destinations one would like to see along the way (such as restaurants, museums or other businesses), and a customized itinerary is presented. This helpful site also contains real time information about road conditions, road construction and where to find E-85 stations.

IDOT's new [www.ILTrafficAlert.com](http://www.ILTrafficAlert.com) site allows Chicago area travelers to receive customized e-mail alerts based on the routes and time of day the commuter selects in registering for the service. Working in conjunction with the Illinois State Toll Highway Authority, this program covers more than 70 Chicago-area highways.

## E-Mail Alerts Help Commuters Plan to Avoid Traffic

Chicago-area commuters can now do more to avoid traffic jams and congestion long before they leave the house, if they sign up for free, real-time traffic alerts available now from IDOT.

“No one likes being stuck in traffic, and no one wants to spend time stuck in congestion when they could be home with their family or doing something else they enjoy,” Gov. Blagojevich said announcing the 2006 initiative. “Thanks to new technology, we can help drivers avoid that kind of frustration. Our new traffic alert system means drivers can get up-to-the-minute information about congested areas and travel times, which can help avoid delays and get them where they’re going with fewer delays.”

The new system – at [www.ILTrafficAlert.com](http://www.ILTrafficAlert.com) – enables people to register for customized e-mail traffic alerts providing expected travel times, vehicle speeds, construction work, congestion and incident information about more than 70 route segments on Chicago area expressways and suburban tollways via e-mail, cell phone text messaging, or other mobile devices.

Additional segments will be added as construction projects are completed. The system was launched in the Chicago area as part of IDOT's ongoing congestion reduction effort.

The new e-mail alert system was developed in conjunction with the University of Illinois-Chicago Department of Computer Science. The system can register up to 1,000 new users every 15 minutes.

IDOT welcomes e-mail alert users but cautions against compromising traveler safety and urges drivers not to access the system on hand-held devices while driving. “We want this new system to help commuters avoid congestion, not to contribute to crashes,” said Secretary Martin. “That’s why when signing up for the alerts, set the time of day for before you are scheduled to hit the road. We want drivers who are behind the wheel to stay focused on their driving.”

George Billows, executive director of the Illinois Trucking Association (ITA), described the new system as “easy and user friendly.”

“I am confident that many ITA members will use this site on a regular basis,” Billows said. “The selection of road segments, times, days of the week, etc., was excellent. Drivers with e-mail via phone or blackberry, on-board computers and certainly dispatchers will be able to make their selections to fit their operational needs.”

The new e-mail alert systems follow the launch of [www.GettingAroundIllinois.com](http://www.GettingAroundIllinois.com), a separate website that provides information about winter road conditions, construction activity and average daily traffic counts. The site also allows users to map travel destinations, such as hotels, restaurants, gas stations, airports, tourist attractions, museums, hospitals, schools and government agencies.

Other congestion relief efforts on the state's roadways include the Governor's \$5.3 billion Congestion-Relief Program on the Illinois State Toll Highway Authority system, called Open Roads for a Faster Future, intended to reduce travel times by rebuilding and restoring 90 percent of the system, widening or adding lanes to many miles of existing roads, converting 20 mainline toll plazas to barrier-free Open Road Tolling, and extending I-355 south to I-80 in Will County. Open Road Tolling lanes are now available at 17 Tollway plazas.



## Homeland Security Initiatives/Disaster Response

Safety and security of the motoring public are paramount in importance to IDOT, and various initiatives in this area have been implemented. Partnering with other entities has been vital to developing successful disaster prevention and response plans.

- Over \$5 million in surveillance equipment has been installed on Chicago expressways to secure bridges and highways from unauthorized access. In addition, security cameras have been installed at the Chicago International O'Hare Airport.
- DOH has teamed with the Illinois Terrorism Task Force and the Illinois State Police in the utilization of vehicle and cargo inspection systems to check for illegal contraband.
- The Illinois Terrorism Task Force also assisted in the development of evacuation traffic management plans for Chicago, Rockford, Peoria, Springfield, and East St. Louis. Approximately \$8 million in traffic management equipment was installed to ensure free traffic flow from danger zones. In addition, railway disaster response planning was coordinated with railroad representatives. Traffic management plans included a Contra Flow Plan for the city of Chicago expressways and other priority routes, along with an emergency traffic plan for the I-190 corridor along the O'Hare International Airport. Forty-two organizations participated in a successful Transportation Emergency Preparedness Exercise in the Chicago area to test evacuation planning on the expressway system.
- As a result of the many initiatives undertaken in disaster preparedness, IDOT has been recognized by the Illinois Emergency Management Agency as one of its strongest partners in this area. In addition, DOH has been asked to chair the Anti-Terrorism Advisory Council Transportation Committee that reports on terrorism related issues that affect the transportation industry. In August, a tabletop training exercise on a Weapons of Mass Destruction scenario in Chicago was conducted.
- A 10-state Transportation Infrastructure Security Workshop was hosted by IDOT in coordination with the Transportation Security Administration, Federal Highway Administration, and the American Association of State and Highway Transportation Officials. Illinois is recognized as a leader in transportation infrastructure security.
- A New Madrid earthquake could impact the southern third of Illinois. To prepare for such an event, Earthquake Response Plan training was conducted on proper earthquake response procedures. Participants included DOH staff from the northern Illinois districts.
- In the event of a disaster, medications are needed to combat diseases and toxic biological incidents. DOH has responded with the necessary training. Staff has been trained to deliver medications to hospitals and health departments in Illinois. This is critical for the support of the Strategic National Stockpile Plan.
- Illinois leads the nation in Highway Watch Training that is funded by the United States Department of Homeland Security. The Midwest Truckers Association and Illinois Trucking Association have partnered with DOH to provide Highway Watch training to over 16,000 private sector commercial truck drivers.
- When Illinois experienced storms that caused flooding and damaged property, DOH responded with assistance in hauling and disposing of storm debris and performed structural inspections and assessments. Over a million dollars, that included 25,528 work hours and 7,000+ loads of debris removal, was expended by Region Five in response to storm clean-up. After tornadoes tore through Springfield in March 2006, District Six spent in excess of 5126 man-hours and \$585,000 to assist in the clean-up efforts.
- IDOT has partnered with Argonne National Laboratories and the Illinois Center for Transportation (ICT) to be the first in the nation to test vehicles going highway speeds. The testing is being conducted via the ICT that was created by IDOT in 2005 for conducting transportation research.
- Illinois is one of the nation's leaders in developing a risk assessment program for the Illinois River. This is being accomplished in coordination with the Argonne National Laboratories and working through The Illinois Terrorism Task Force Transportation Committee's Inland Waterways and Port Security Group.
- IDOT has implemented and exercised a Bridge Recovery Plan for critical bridges throughout the state. The plan provides for a quick response to an act of terrorism or a natural disaster by pre-assigning critical bridge locations to structural consultants and contractors. The plan offers the ability to assess damage and provide faster repair or replacement.



## Significant Awards to IDOT

### District 1 – Schaumburg Headquarters

- The IDOT Exceptional Service Award for the Highway Structure Project Category – Phase II Award for 2006 and the Harry R. Hanley Award 2006 was presented for the Skyway Interchange Bridges and Local Lanes project from Wentworth to 67th Street. The scope of work for this project was reconstruction of the interchange structures and ramps to and from the skyway interchange, as well as local lane reconstruction. The primary structure was a curved beam structure. This project will improve the safety at this high-accident location along the nation's second busiest highway.
- The APWA Project of the Year Award for the \$10M to \$100M Category was presented for the IL 21 project from Washington to south of IL 120. This 2.84 mile reconstruction of IL 21 provided two lanes in each direction with a center median from Washington Street to south of IL 120 in Lake County. This project included one interchange and several retaining walls.
- The Bureau of Electrical Operations received an Engineering Achievement Award from the Illinois Engineering Council for implementing temporary streaming video over voice-grade phone lines to address the loss of permanent traffic sensors during major expressway construction, with regularly updated still pictures provided to the GCM website for the news media and the public.

### District 2 – Dixon Headquarters

- A Certificate of Appreciation was received from the Quad City Riverfront Council on July 25, 2006 for the development of the 20th Street overlook.

### District 3 – Ottawa Headquarters

- 2006 Roadside Beautification Awards were received for the following projects:
  - Reconstruction of IL 113 in Kankakee County. This project involved the lowering and widening of IL 113 from two lanes to five lanes.
  - Restoration project involving the Morris wetland bank south of Morris along the Illinois River. This project involved the planting of 6,000 trees and 700 shrubs.
  - The Funks Grove Rest Area beautification project resulted in the Funks Grove Rest Area being voted the Best Maintained Rest Area in Illinois for 2005.

### District 6 – Springfield Headquarters

- A Merit Award on the (US 67) four-lane expressway (section of US 67 northwest of Jacksonville) was presented to Klingner & Associates from the American Council of Engineering Companies (ACEC) of Illinois for excellence in the transportation area.

### District 4 – Peoria Headquarters

- The following awards were presented to the district for the Upgrade 74 project:

Award	Reason	Presented By	Year
Award of Merit	Arched pier bridges	Structural Engineers Association of Illinois	2005
EXCEL Award	Community outreach	AASHTO	2005
Project of the Year: Transportation	Truss shortening	Midwest Construction Magazine	2005
Heartland Hero Award	Workplace safety	Peoria Red Cross	2005
Engineering Excellence Honor Award	Phase III construction services provided by V-3 consultants	American Council of Engineering Companies - Illinois	2005
Eminent Conceptor Award	Truss shortening	American Council of Engineering Companies - Illinois	2006
Engineering Excellence Honor Award	Truss shortening	American Council of Engineering Companies - Illinois	2006
PRSA Skyline Award (H&K)	Community relations	Public Relations Society of America - Chicago	2006
PRIDE Award	Community relations	American Road & Trans. Builders Assoc.	2006
Engineering Excellence Honor Award	I-74 Corridor	American Council of Engineering Companies - Illinois	2007





- The Department and the consultant for the first section of the IL 29 four-lane expansion from Rochester to Berry were recognized with the 2005 ASCE Outstanding Civil Engineering Achievement Award for the Central Illinois Section for the grassroots support and public involvement that was a part of the planning process and design of the four-lane expansion and the improved safety of this new roadway.

## District 8 – Collinsville Headquarters

- The 2007 ACEC-Illinois Engineering Excellence Merit Award was presented to the District 8 Traffic Management Center. This project consisted of designing a new state-of-the-art Traffic Management Center within an existing space of the department's District 8 headquarters in a very condensed time-frame. The new Traffic Management Center features improved operator ergonomics, a multi-functional "Situation Room," raised flooring for conduit/cable routing, eight large-screen LCD flat-panel monitors, FM-200 fire suppression system, kitchenette area, an emergency power system, supervisor work area, and four operator work stations.

## Context Sensitive Solutions (CSS)

As a result of our CSS efforts, IDOT has received national recognition for its CSS activities.

- The department received the Award of Excellence in Urban Highways as a result of the FHWA's Excellence in Highway Design Awards Program for the Reconstruction of South Lake Shore Drive.
- The department was also recognized at the American Association of State Highway Transportation Officials' (AASHTO) Annual Meeting in Portland, Oregon, as a notable practice in CSS organizational integration for its Balanced Scorecard approach to CSS.
- Most recently, the Department's paper, "Context Sensitive Solutions Strategic Plan for the Illinois

Department of Transportation" was selected for presentation at the Transportation Research Board's 86th Annual Meeting in Washington, D.C.

- In addition, Illinois recently was named by Advocates for Highway and Auto Safety as one of the four "Best Performance States" in its fourth annual highway safety report.

These efforts have earned IDOT local and national recognition. The American Council of Engineering Companies of Illinois awarded IDOT the Eminent Conceptor Award for the removal and widening of the Murray Baker Bridge as part of the I-74 reconstruction project in Peoria. AASHTO recognized the I-74 project in 2005 or excellence in community outreach.

The Federal Highway Administration also recognized IDOT for Excellence in Highway Design for the South Lake Shore Drive reconstruction project. The Institute of Transportation Engineers also recognized the South Lake Shore Drive project in part for its use of CSS principles. The city of Chicago and IDOT received the Transportation Achievement Award which recognizes significant and outstanding transportation achievements concerning safety improvements in transportation. Finally, the Department's approach to implementation of CSS has received national recognition from AASHTO. As part of its annual CSS competition, AASHTO recognized the Department from among more than 60 applications and 31 states as a notable practice in CSS organizational integration for its balanced scorecard strategic management approach to CSS. The review panel members for this competition said IDOT "is developing a good set of tools, including changes to policies and procedures as well as training components that will help to instill CSS throughout the agency."